THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): (a) to (d) With the liberalisation of Government policies, a revival package was extended to Indian shipyards in the public sector in 1993. The highlights are as under:—

(i) The price of an ocean-going vessel to be built at Indian yards may be fixed on the basis of open tender, the Indian shipyards being permitted to match the lowest bid Thereafter, the shipyard would be entitled to 30 per cent extra price over the above price.

(ii) Loans at concessional rate of 9 per cent to the extent of 80 per cent of the cost of a ship will be given to shipping companies placing orders with Indian yards.

(iii) Fixation of price in terms of US $|Japanese Yen and the shipowners to pay each stage in instalment to the shipyard at market determined parity rate of foreign exchange prevailing on the date of actual payment.

The shipbuilding industry is open to private sector irrespective of the size of the ship.

Japanese Assistance for Development of Ports

1465. SHRI YERRA NARAYANASWAMY: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether Japan has offered assistance for the development and improvement of Ports;

(b) if so, the details of the assistance offered;

(c) whether any assistance obtained from Japan has been earmarked for ports in Andhra Pradesh; and

(d) if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): (a) to (d) At present there is no such development assistance from Japan for the development and improvement of Ports in this country.

Conversion of Port Trusts into Corporations

1466. SHRI SOM PAL: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether Government are thinking of giving autonomy to various port trusts, to facilitate expansion and modernisation of Indian Ports;

(b) if so, what are the details thereof;

(c) whether Government would consider converting the port trusts into corporations or companies and permit them to raise their own resources from the market; and

(d) if so, by when the decision is likely to be taken and if not, what are the reasons therefor?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): (a) to (d) The Major Port Trusts are autonomous bodies under the Major Port Trusts Act, 1963.

The question of converting port trusts into companies or corporation was considered by the Government and it was found that the existing framework and structure of Major Port Trusts Act, 1963 is flexible enough to enable the Port trusts to generate their own revenues and resources needed for development and modernisation.

Reducing the Pollution by Petrol Driven Vehicles

1467. DR. ISHWAR CHANDRA GUPTA: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) the steps taken to reduce pollution caused by petrol driven vehicles in big cities of the country;

(b) whether Government propose to give urgent attention to better roads network, traffic management and mass rapid transport system, to avoid emission of smoke from petrol driven vehicles; and

(c) if so, the details theroef?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): (a) The norms for vehicular emission are prescribed under Rule 115 of Central Motor Vehicles Rules, 1989. Provisions are also made under Rule 116 of CMV Rules, to take punitive measures against the polluting vehicles. Central Pollution Control Board have also directed the State Pollution Control Boards and Pollution Control Committees for compliance with the mass emission standards.

To reduce vehicular pollution, the Government have decided to provide lead free petrol in the four Metro cities (Delhi, Bombay, Calcutta & Madras) through selected outlets. Further, necessary action has been initiated to create public awareness about the ill-effects of polluting motor vehicles.

(b) Yes, Sir.

(c) For an uninterrupted traffic flow on road, grade separation facilities are planned for inter-sections especially in the case of Delhi. Action has been initiated to remove the road network as well as the traffic management in the big cities in consultation with the concerned State Goverments.

Keeping in view the rapid growth of population and increased demand for better transport, in the first phase necessary action has been initiated to introduce the High Speed Tramways System (HSTS) in nine corridors in Delhi, details are at Statement (*See* below).

Statement

High Speed Corridors in Delhi

1.	Inner Ring Road	42 kms.
2.	Ballabgarh—Faridabad—Ashram Chowk	17 kms.
3.	Round about HN—8 between Sector 15 & 32 Gurgaon—Rangpuri—Mahipalpur—Dhaula Kuan	24 kms.
4.	Pragati Maidan—Mayur Vihar—Patparganj—Preet Vihar—Krishna Nagar—Bishwas Nagar—Vivek Vihar—Dilshad Garden	15 kms.
5.	Khanpur—Madangir—Masjid Moth N. Place - G. Kailash. Okhla Industrial Area—Tughlaka Bad Mool Chand X'ing Exte.—Govind Puri	15 kms.
6.	Najafgarh—Dwarka—Uttam Nagar—Vikaspuri—Janakpuri—Hari Nagar—Tilak Nagar—Raja Garden	19 kms.
7.	Wazirpur Industrial Area—Ashok Vihar—Shakti Nagar—Shastri Nagar—Sarai Rohilla—Anand Parbat—Rani Jhansi Road—Desh Bandhu Gupta Road—Connaught Place.	12 Kms.
8.	Raja Garden—Kirti Nagar—Pandav Nagar—West Patel Nagar—Rajendra Place—Sat Nagar—Desh Bandhu Gupta Road—Link Road—Mandir Marg—Talkatora Road—Central Sectt.	14 kms.
9.	Budh Vihar—Vijay Vihar—Rohini—Prashant Vihar—Pitam Pura—Wazirpur Depo	9 kms.